

(ESTABLISHED 1881.)

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denominations

COALS

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE: 3, SUMIDA-CHO, TOKYO
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: TRADE BUILDINGS, ICE HOUSE STREET.
OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Canton, Hankow, Swatow, Portland, Seoul, Changhai, Yokohama,
Yokotsuka, Nagoya, Osaka, Kobe, Malacca, Kait, Thibodaux, Mott, Westminster.

SOLE AGENTS for Fajinotana, Hokoku, Itoya, Ichinura, Kanada, Mameda, Mannouva, Onoda, Sasahara, Teubakuro, Yoshinotani, Yoshio, Yuzubakura and other Mills.

S. TANAKA, Manager, Hongkong.

BEAR IN MIND
THAT THE "BEAR" BRAND
PURE SWISS MILK.
Ask your Storekeeper for it. Take no other.

1. Unweaten Condensed Milk.
2. Natural Milk Sterilized—not Condensed.
3. **SWISS ALPS MILK CREAM**, contains 25% Butterfat.
4. **SWISS ALPS MILK**, contains 25% Butterfat.
5. **SWISS ALPS MILK**, contains 25% Butterfat.

HIGHEST RECOMMENDED
HIGHEST AWARDS

ADOPTED IN NAVAL AND
MILITARY HOSPITALS.

THE BERNESE ALPS MILK CO.
Stalden, Switzerland.
Agents for South China: **F. BLACKHEAD & CO.**
Hongkong, 20th December, 1906.

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET.
MADAME FLINT, Managersess.

NEW GOODS ARRIVED EX S.S. "BORNEO."
HAT MANUFACTURE of every kind.

NEW MILLINERY and DRESS MATERIALS
 Here - The only place in Town employing PARISIAN dressmakers exclusively.
 Hongkong, 27th December, 1906

Hotels.

HOTEL CRAIGIEBURN
 ROSEBURY GATE, THE PEAK, NEAR THE TRAM TERMINUS, TEL. 56.

For Terms, etc., apply to the
 Manager,
 Macao, 2nd July, 1900.

VICTORIA HOTEL,
SHAM EEN, CANTON,
 ON THE BRITISH CONCESSION.

MACAO HOTEL,
MACAO, CHINA,
 IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

351 S. W. C. PARKER, Proprietor

OCCIDENTAL HOTEL. EXCELLENT CUISINE. MODERATE PRICES	KING EDWARD HOTEL. A HIGH CLASS PRIVATE HOTEL. LADIES' AFTERNOON TEA-ROOMS. PRIVATE BATHS AND BILLIARD ROOMS.
--	---

MODERATE PRICES.
BREAKFAST ROOMS
 TO ORDER IN
EVERY ROOM
PERSONAL MANAGEMENT.
RESTAURANT LUNCHEON
 ROOMS

HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS
 (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at SPECIAL PRICES.
For Terms, etc., apply to us.
HONGKONG, 14 December 1935.

Intimation.

Powell's

Ladies' Outfitters,
ALEXANDRA
BUILDINGS.

**NEW
GOODS
NOW ON SHOW.**

**GOLF
JERSEYS**

White,
Navy,
Cardinal,
from \$5 each.

White and Pale Blue,
White and Navy,
White and Myrtle,
White and Red,

from \$5.25 each.

Splendid Value.

COSTUMES

Latest Styles,
Well Cut,
Smart,
from \$30 each.

**DAINTY
TAILOR-MADE
SKIRTS**

Serge,
Tweed,
Voile,
Cloth,
and Flannel,
from \$9.50 each.

INSPECTION INVITED.

**POWELL'S
HONGKONG.**

Hongkong, 31st December, 1906. [33]

To Let.

TO LET.

No. 8, D'AGUILAR STREET,
suitable for
SHOP AND DWELLING
HOUSE,
at present occupied
by
Messrs. K. A. J. CHOTIRM-
MALL & Co.,
who will shortly remove
to
No. 64, QUEEN'S ROAD
CENTRAL.

Apply to—
K. A. J. CHOTIRMALL & CO.
Hongkong, 12th November, 1906. [143]

TO LET.

EUROPEAN SHOPS, OFFICES, and
GODOWNS (suitable for Dry Goods
Storage) at No. 14, Des Voeux Road Central,
(formerly occupied by Messrs. Shewan, Tomes
& Co.)

Apply to—
HO TUNG,
Comptroller Department,
Jardine, Matheson & Co.
Hongkong, 26th September, 1906. [71]

TO LET.

ONE GODOWN, at EAST POINT, close to
the Water, suitable for the storage of any
Cargo.
Floor Area 6,100 square feet.

Apply to—
JARDINE, MATHESON & Co.
Hongkong, 15th October, 1906. [9]

TO LET.

FOUR-ROOMED HOUSE on PRAYA
EAST, near East Point.

Apply to—
JARDINE, MATHESON & Co.
Hongkong, 26th November, 1906. [70]

TO LET.

NO. 1, WEST END TERRACE, Shameen,
Canton.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 12th December, 1906. [67]

TO LET.

"RANFURLY," CONDUIT ROAD.

OFFICES in KING'S BUILDING and
YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
A HOUSE in RYON TERRACE.
A HOUSE in WONG-NEI-CHONG ROAD.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 14th December, 1906. [65]

TO LET.

A HOUSE in KNUTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 31st July, 1906. [64]

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD,
No. 51, WONG-NEI-CHONG ROAD.

Apply to—
HONGKONG & KOWLOON LAND
& LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 7th November, 1906. [88]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CANN ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars
and Cuffs renewed on old ones.
Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.
The Superiress will also be most grateful for
any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1893.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 3rd January, 1907, at 11 A.M., at the
Hongkong and Kowloon Wharf and Godown
Company's Godowns, at Kowloon,
FOUR MOTOR BOATS
(more or less damaged).
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd January, 1907. [1243]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 3rd January, 1907, at 2 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
**A LARGE ASSORTMENT OF
SILVER AND IVORY WARE,**
Comprising:—
**SILVER BOWLS, CUPS, POWDER
BOXES, CARD CASES, VASES, SALT
CELLARS, BUCKLES, HAT PINS, &c., &c.;**
ALSO
A quantity of CARVED IVORY FIGURES,
PHOTO FRAMES, &c., &c.;
AND
A number of SILK-EMBROIDERED
BED and PILLOW COVERS, TABLE and
CUSHION COVERS.

Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd January, 1907. [1241]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,
the 4th January, 1907, at 11 A.M., at the
Hongkong and Kowloon Wharf and Godown
Company's Godowns,
65 Bales PAPER.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th December, 1906. [1244]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 5th January, 1907, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
**SUNDRY
VALUABLE HOUSEHOLD FURNITURE,**
Comprising:—
**DOUBLE and SINGLE IRON BED-
STEADS with WIRE and HAIR MAT-
TRESSES, TEAKWOOD WARDROBES
with BEVELED GLASS, WRITING
TABLES, TEAKWOOD SIDEBOARDS
and DINNERS WAGGONS with GLASS,
MARBLE-TOP WASHTANDS, GLASS
&c., &c., &c.**

ALSO
A quantity of
CANTON CARVED BLACKWOOD WARE,
AND
One GENT'S BICYCLE, English-made
(almost new).
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th December, 1906. [1245]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
ON
WEDNESDAY,
the 23rd January, 1907, commencing at 3 P.M.,
on Board the "RAMBLER," the following:—
H.M. Surveying Vessel
"RAMBLER,"
Single Screw, Composite built, Copper
Sheathed,
Displacement 835 tons,
Indicated Horse Power 650 N.D.
Extreme Length 163 ft. 3 in.
Extreme Breadth 29 ft. 6 in.
Built 1880.
Engines Compound Surface
Condensing, Horizontal,
with Flyer.
Propeller One Griffith's Gun
metal.
Boiler Three Cylindrical
Direct Tubular.
Load on Safety Valves 60 lbs.
Distilling Condenser Two Normandy's
Single No. 10 distilling 2,688 gallons
of water per 24 hours.

HULK "MIDGE."
Late Twin Screw Gun Vessel, 603 tons,
Composite built, Copper Sheathed,
Length 155 ft. 0 in.
Breadth 25 ft. 0 in.
To be Sold as they now lie in Hongkong
Harbour, with all Fittings, &c., on board.
A list of Fittings, &c., to be Sold with H.M.S.
"RAMBLER" may be seen at the Office of the
Naval Store Officer, H.M. Naval Yard.
The Admiralty will not be responsible for
any errors in description of Ship, Fittings,
Stores, &c.
The Vessels will be OPEN TO INSPECTION
for Seven days before date of Sale, between 10
A.M. and Noon and 2 and 4 P.M. (Saturday
and Sunday excepted).
Inspecting Orders can be obtained from the
Auctioneers.
TERMS:—Cash before delivery; 25 per cent.
of the purchase money to be paid on the fall of
the hammer, balance and the clearance to be
effected within 7 days after date of sale.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 28th December, 1906. [1250]

Ships.

**MESSAGERIES
MARITIMES**

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DYRHOOT,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

The S.S. "YARBA."

Captain Sellier, will be despatched for
MARSEILLES on TUESDAY, the 8th
January, at 1 P.M.

This Steamer connects at Colombo with the
Australian line a.s. *Ville de la Citadelle* bound for
Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. SALAZIE 2nd January.
S.S. OCEANIE 5th February.
S.S. TOURANE 19th February.
G. DE CHAMPEAUX,
Agent.
Hongkong, 28th December, 1906. [10]

**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR STRAITS, Ceylon, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA."

Captain C. D. Goldsmith, carrying His Ma-
jesty's Mails, will be despatched from this for
BOMBAY on SATURDAY, the 12th January,
1907, at Noon, taking Passengers and Cargo for
the above Ports in connection with the Com-
pany's S.S. *China*, 8,000 tons, from Colombo,
Passenger accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
Steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
shipped direct from Bombay by the R.M.S. *Oriana*,
due in London on the 23rd February, 1907.

Parcels will be received at this Office until
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 31st December, 1906. [12]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
via
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Pleides</i>	3,753	E. G. Purington	3rd Jan.
<i>Lyra</i>	3,717	G. V. Williams	9th Jan.
<i>Shawmut</i>	9,506	E. V. Roberts	23rd Jan.
<i>Hyades</i>	3,753	J. A. Wren	30th Jan.
<i>Trenton</i>	9,506	T. W. Garlick	30th Jan.

* Cargo only.

**CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUBINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.**

The twin-screw s.s. *Shawmut* and *Trenton*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings.
Hongkong, 27th December, 1906. [12]

**REGULAR STEAMSHIP SERVICE
TO NEW YORK,
via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).**

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "SATSUMA" 19th January, 1907.
S.S. "SIKH" 9th February.
For Freight and further information, apply
to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 26th December, 1906. [64]

THE DUKE OF CONNAUGHT, A "SAVAGE."

The Duke of Connaught was entertained at
dinner on Nov. 24 by the Savage Club, when
the hon. secretary, Mr. Peacock, informed him
that he had been unanimously elected an
honorary life member of the club. The King
has been a member of the club for the last
twenty years.

Responding to the toast of his health, his
Royal Highness said:—
There are, perhaps, few present who have
more right to be called "Brother Savage" than
myself, because I happen to be one of the Six
Nation Indians. Probably you never heard of
them, but they live in Canada, not far from
Montreal, and in 1869 a Mr. Brand made me a
brother savage, and put a blanket on my
shoulders. Since then I have been one of the
chiefs of the Six Nations.

A graphic description, signed Tekabionwake,
of the adoption of the Duke of Connaught as
an Iroquois chief, appeared in the *Pall Mall
Gazette* on August 29 last. B.R.H. was given
the name "Kavakoridge" and this is how the
Speaker of the Indian Council addressed him:—

As beads are pure, so we trust your life will
be an honour to the tribe to which you belong.
As the clear sky proves a happiness to many,
your name, Kavakoridge, will represent the
Flying Sun, the great sun that marches from
morning to night on the vast dominions of
your great Mother. In giving you this name
we trust your path through life may be bright
and clear as the sun's bright rays. It will
represent the progress of the sun in its daily
course, under the guidance of the Great
Spirit, and put us in memory of the journey
from the Far East to see us. You have travel-
led with the sun toward us, and as the sun does,
flying and lighting the world in its course.

The White Chief was silent a moment, then
replied with a seriousness beyond his years:—
"I am much touched by the kind speech
which you have just delivered, and I feel par-
ticularly happy to be made one of your tribe."
Many snows and summers have gone since
then, but he did not forget his Redskin brothers
when he returned to this older city, for his
gifts, beautiful portraits of his Imperial
Mother and Father, and of himself are to-day
the most cherished treasures in the Council
House of the Iroquois.

A GREAT CONTRACTOR.

One of the greatest contractors for Public
Works is Sir John Jackson, L.L.D., F.R.S., who
at the present moment, with the new Admiralty
Docks at Devonport and Singapore, and the
new Admiralty Harbour, Simon's Bay, South
Africa, is engaged upon undertakings of a
value of no less than ten millions sterling. Sir
John Jackson is a Yorkshireman, born in 1851,
and was educated at York and Edinburgh
University, afterwards going thoroughly
through the "shops," as engineers call them,
and acquiring that mastery of civil engineering
which was to lay the foundations of his great
fortune. His first big contract was for the
first section of the Manchester Ship Canal, on
which, by the way, Mr. John Ward, M.P.,
worked as a navvy at 5d. an hour; then came
the foundations of the Tower Bridge, Dover
Harbour, and other works of magnitude. In
appearance Sir John is on the short side, but
broad and deep of chest, with the engineer's
typically square brow, bearded, grey and keen
of eye, and of a quiet, unassuming demeanour
which conceals an iron will and inflexible
determination. Apart from his work he is
known far and wide as a model employer, firm,
but just and kind, and unwearied in his efforts
to improve the workingman's lot, and to teach
him to improve himself. In short, an employ-
er against whom not even the most socialist
of Socialists has a word to say.—*M.A.P.*

**AMERICA'S GREATEST
RACEHORSE.**

SYMBY'S SKELETON.

The skeleton of Symbony is popular opinion
the greatest racehorse of his day in America,
has arrived at the American Museum of Natural
History, where it is planned by Mr. James R.
Keene, his late owner, and by the management
of the museum, to display it, publicly as a
specimen of the racing thoroughbred. In the
Horse Alcove, on the fourth floor of the great
brownstone museum in Manhattan Square
there are already several specimens of the
equine skeleton. In accordance with the
scheme of the management to prepare speci-
mens to portray active life, each of these, says
the *New York Times* is mounted so as to typify
some characteristic phase of the life of the
horse or its history. So Symbony, when placed
on public view, will be shown galloping,
arranged to suggest the wonderful speed he
showed on the track. Those who have not
seen the specimens displayed in the great
museum cannot fully appreciate the effect of
their novel treatment. Each exhibit placed on
view there is immeasurably enhanced by this
suggestion of animation. Birds in their eyries,
beasts in their lairs, and reptiles in their nests
are made to picture life as nearly as the dead
reproduction can. This idea is, in fact, the
skeleton is certainly highly ingenious and
strikingly effective. It is amazing what the
framework of the animal can tell when, by
careful study, each part is made to suggest its
function in actual life.

An instance will serve for illustration. The
draught horse, beast of burden, moulded on
powerful, heavy lines, trained to drag great
weight, automatically adjusts its body to its
task, so that each part with the greatest
economy of effort produces the greatest
resultant force. When the light hind leg is set
firmly, its broad hip lowered, its body swung
to the right to bring its massive shoulders in
direct line for fresh action, with head to right

and lowered, every muscle is set for the great
strain. So, too, is the frame. The shoulder
of the horse, when set up thus in action, shows
the rigid leg, the lowered, flattened pelvis,
the arched and curved vertebrae angling to the side,
the shoulders hunched and neck bent—each
bone, in short, true to its position in the
occupy when actually engaged in such action.
So also the skeleton of a pony, set as if grazing,
is truthful to the minutest detail. Everything
else that is placed on view shows the same pain-
staking effort, and the effect is truly amazing.

So Symbony will tell his tale. While, to the
unthinking, his frame will serve merely to
recall his prowess, the student will find
it of greatest interest, joyed as galloping,
the agility and easy grace of his move-
ments will be in evidence rather than
the power which the figure of the draught
horse typifies. The power will be there, but
subservient to the exhibition of speed. There
will be conservation of strength and nervous
racking energy in its application to attain the
swiftest flight; the eager eagerness which drives
the modern racehorse at its greatest pace for
short stretches, surpassing all achievements of
the turf monarchs of the past, though lacking,
perhaps, the stamina that carried the great
horses of old over long distances unweary.

Intimations.

F. BLACKHEAD & CO.,
SHIP CHANDLERS, SAFFORD STREET,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
B. AND, HARTMAN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong 7th March, 1905. [14]

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

**GENERAL DRAPERS, MANUFAC-
TURERS and DEALERS in Ladies'**
and Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906. [13]

**THE WINE GROWERS
SUPPLY CO.**

LIQUEURS.

L. ROZET & CO., BORDEAUX.

Special Brands.

Apricot Brandy ... \$2.50 Per Bottle Quarts.

Blackberry Brandy 2.50 "

Cherry Brandy ... 1.75 "

Cherry Whisky ... 1.50 "

Croix, Jaunne ... 2.75 "

Imperial Orange

Brandy 2.75 "

Mandarin Brandy 2.50 "

Peach Brandy ... 2.50 "

BARRETTO & Co.,
General Agents, Hongkong.

LIQUEURS.

L. ROZET & CO., BORDEAUX.

Special Brands.

Apricot Brandy ... \$2.50 Per Bottle Quarts.

Blackberry Brandy 2.50 "

Cherry Brandy ... 1.75 "

Cherry Whisky ... 1.50 "

Croix, Jaunne ... 2.75 "

Imperial Orange

Brandy 2.75 "

Mandarin Brandy 2.50 "

Peach Brandy ... 2.50 "

Intimation.

A. S. WATSON & CO., LIMITED.

NEW YEAR PRESENTS.

PIVER'S FANCY TOILET CASES
(Containing Soap, Perfume, Powder and Toilet Water)

Manicure Sets,
Pipes, Cigar and Cigarette Holders
and Cases.
Out Glass Bottles, Silver Mounted
and Plain.
Houbigant's Ideal and Royal Per-
fumes.
Roger and Gallet's Fleur D'Amour,
Vera Violetta and other Per-
fumes.
Piver's Trefle, Azura and Cory-
opsis Perfumes.

CRYSTALLISED FRUITS.
Pascall's & Cadbury's Confection-
ery in Fancy Boxes.

WINE AND SPIRIT HAMPERS.
Containing our well known Brands of
PORT, SHERRY, WHISKY,
BRANDY, &c.
\$15.00, \$20.00 and \$25.00 (The last named
includes 1 doz. quarts of St. Marceaux
1898, the Wine of the Entente Cor-
dial Celebrations in Paris.)

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.
HONGKONG, 26th December, 1906. [3]

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Address.
Ordinary business communications should be addressed to
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additional \$1.80 per quarter is charged for postage.
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world is 50 cents per quarter.
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five cents.

BIRTHS.
On December 27, at Shanghai, to Ruth, wife
of Rufus Stuart Adams, a daughter, Mar-
gery.
On December 27, at Shanghai, the wife of
FELICE PALAZZI, of a daughter.

MARRIAGES.
On the 1st January, 1907, at St. John's
Cathedral, by the Ven. Archdeacon Banister,
W. S. BAILEY to MIRIAM L. BANISTER [76]
On December 15, at Shanghai, HERBERT
MIDDLETON, eldest and only surviving son of the
late Edward Middleton of Sheffield and
Calcutta, to GEORGINA HEATRICK, youngest
daughter of the late Rev. George Fenton Ham-
ilton of Dublin.

On December 22, at Shanghai, OLGA DAVIS,
second daughter of Capt. William Smith, Kin-
kiang, to ARNOLD CHARLES BIESSEFELD,
I. M. Customs, Hangchow.
On December 27, at Shanghai, WILLIAM
DURY SMITH to ANNETTE SIMS WILSON,
youngest daughter of M. Richard Patrick Wil-
son.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 2, 1907.

THE SIGNALLING OF TYPHOONS.

The general public of Hongkong and the
shipping community in particular will be
interested to learn that the admirable work
which is being done by the Zi-ka-wei Obser-
vatory staff in noting the approach of storms,
and giving timely warning of the proximity
of typhoons to the great fleets of junks
and sampans, which trade along the coast
of China, is to be further enhanced by
an improvement which will certainly appeal
to all mariners. So much has been heard
recently of the alleged defects of the Hong-
kong service that many people in the
Colony are quite convinced in their own
minds that they are meteorological experts
of the first water. Immediately after the
memorable typhoon there was hardly an
individual who hesitated to offer a true
and copious opinion as to the real cause of
the disaster to the small and large craft in
the harbour. As the narrator advanced in
his intuitive knowledge of an intricate and a
most technical subject so did the value of

his views and the elaboration of his ideas
increase. With that point, however, we are
not now dealing, simply recalling it for the
purpose of noting that anything affecting the
forecasting of the weather is bound to
attract the attention of those who have given
the matter a deeper study, besides affording
subject for discussion of the ordinary man-
in-the-street. From a letter which we have
received from the Director of the Zi-ka-wei
Observatory it appears that "owing to the
kind co-operation of the Coast Inspector, a
plan has been traced, and has just received
the high approval of the Inspector General
at Peking, making it possible to repeat,
briefly, the typhoon and storm warnings at
most of the lighthouses of the I.M. Customs
on the Coast." The lighthouses are without
the means of telegraphic communication
and therefore it was necessary to devise a
means whereby passing vessels which had
acquired the essential information could
report the dread notice to the isolated light-
house keepers, who, in turn, would repeat it
along the length and breadth of the coast
they serve. Zi-ka-wei Observatory has proved
equal to the task, as might have been
presumed, and a simple scheme of telegraph-
ing the warnings from vessels to lighthouses
and vice versa has been framed. Of course,
while the meteorologists have given their
time for the benefit of the public it will be
impossible for them to make the scheme
effective without the co-operation of masters
of sea-going vessels and their help in
this most praiseworthy scheme is solicited.
It need hardly be said that there will be
no reluctance on the part of skippers to
assist their friends, the beacons of the
night, in spreading the news of
approaching typhoons far and wide. As
most people admit, there is no more
generous, unselfish and obliging class in
the world than mariners, and in this case
they would not merely be conferring a boon
on their fellow-workers but would also be
helping on the study of weather conditions
along the coast. Not only so, but they
would be, in the wisest sense, casting bread
on the waters from which they might pos-
sibly reap their reward by themselves ben-
efiting from the information received through
the same instrumentality at a later date. The
Storm Signal Repealing Code, as it is term-
ed, "comes into force as soon after the 1st
May as circumstances will permit, according
to the Coast Inspector, but the Observatory
authorities hope that they will manage to have
it circulated within a few weeks. The scheme
has been evolved from the original sugges-
tion that every effort should be made to warn
junks and sampans of the necessity of
seeking shelter from the fury of an ap-
proaching gale. Indeed the Director of
Zi-ka-wei Observatory distinctly states that it
"was originally intended, on a smaller scale,
for the most needed assistance of those poor
fishermen and other junk people, who are
helpless and lose everything, even their lives,
yearly, in so great numbers, for want of
knowledge, chiefly during the typhoon sea-
son. But owing to the great kindness of
the authorities of the I.M. Customs, the
utility will be extended also to the sea-going
vessels, passing e.g. off N. Saddle Turn-
about, Lamocks, etc." Considering the enor-
mous shipping interests at stake along the
China Coast it is imperative that every ship-
master should be provided with a copy of
the code and it seems desirable that ship-
owners and agents in Hongkong and at the
coast ports should themselves make applica-
tion for the document—in case some skip-
per fails to learn of this development in
meteorological work—and provide the errant
ones with what must prove one of the keys
to nautical safety. It is not for the layman
to deal with matters which as a landsman
he must necessarily be largely at sea—to
use a Hibernianism—but it seems to us
that the adoption of the new Code and its
practical operation should become the
means of saving many lives which would
otherwise have been lost and also saving
much valuable property which might have
been utterly destroyed by the savagery of
the sea. Another improvement which took
effect yesterday in the addition to the signals
used by the Observatory, and the stations
served by it, of a Time Code. At present when
a typhoon is approaching and the signals are
hoisted it is impossible for those interested
in the warning to tell whether the typhoon
was located yesterday morning or this after-
noon. The new Code remedies that fault,
and the stations supplied by Zi-ka-wei will
henceforth hoist signals denoting the position
of the storm-centre, its direction and the
time the warning was issued. All this goes
to show that Zi-ka-wei is keenly anxious to
do everything within human power to lessen
the perils which surround the hazardous
life of those who make their living on the
waters, and for that, every credit should be
accorded the Director and his capable
assistants. A list of the stations served by
the Observatory is given, and it includes
such widely distant places as Newchwang
and Amoy, Wei-hei-wei and Swatow, Tientsin
and Hankow, Vladivostok and Indo-China,
but there is no mention of this isolated rock
known as Hongkong.

A GATEWAY AT WANCHAI.

What is described as a public nuisance
and is unquestionably a public danger is
allowed to continue in the Wanchai district
of Hongkong, and should receive the early
attention of the authorities responsible. As
every one who has travelled in that district
is aware, the richakas seem to have formed
a couple of waiting stations at the en-
trance to this Naval Canton and at the
Praya East Hotel. If the thoroughfare
where those two places of resort are situated
were as wide as Kingsway or Brooklyn Bridge
it might be permissible to wink at the
infraction of the law by the over-anxious
coolies awaiting fares, but it happens that
the roadway is comparatively narrow and is
rendered still narrower by the fact that cars
take up a considerable portion of the
road. When the richakas are standing at
their unauthorised posts, and the cars are
passing, it is practically impossible for another
ricksha to pass between the two without risk-
ing injury and endangering the lives of
those who still patronise the older form of
conveyance. Moreover, when a probable
late appears in sight the pullers make a dash
for him, entirely callous to the fact that
several are occupying the car lines to the
danger of all concerned, for if one ricksha
is struck by an incoming car it is in-
evitable that all the remainder will be
overturned, and it is possible that the
pedestrian who hailed the vehicle will be
seriously injured. It is ridiculous that such
risks should be allowed to exist in Hongkong,
and that a thoroughfare all too congested as
the Praya East should be still further block-
ed by the gondoliers of the Colony. What
should be done, is to direct all resting
rickshas to proceed to the by-roads and
there await the coming of their patrons. At
Wanchai there is a quiet and unfrequented
street behind the present informal richaka
station which would admirably suit the
pullers, while at Arsenal Street they could be
accommodated near the landing stage. At
all events, something must be done and
done promptly, otherwise an "unfortunate"
accident to life or limb is liable to occur at
any moment.

LOCAL AND GENERAL.

THE English mail of the 1st December was
delivered in London on the 29th ultimo.

WE understand that a number of American
lawyers are on their way here from Manila
to fill the gaps produced in the ranks of the local
American Bar by the examination which Judge
Willey conducted last Monday.—*Shanghai
Times.*

YESTERDAY the members of the Hongkong
Corinthian Yacht Club held their New Year's
cruise, which proved a complete success, the
weather being delightful while the breeze was
just sufficiently strong to make the outing en-
joyable.

A NUMBER of Japanese merchants, inland sea
pilots and Chinese merchants in Kobe have
suggested under consideration to organise a
Lighterage Company with a capital of ¥300,000.
The arrangements for flotation are stated to
be now well advanced, and it is expected that
shares in the company will be placed on the
market in a few days. The style of the com-
pany will be the Kobe-Koun Kaisha.

WE have received a large photograph showing
the new premises which have been erected for
the Hongkong Milling Company. The build-
ings cover a considerable area and are fitted to
suit the needs of a large output of flour. At
the rear are several houses, apparently the re-
sidential quarters of the employees. The white
buildings of the mill are silhouetted against the
dark background of a high mountain.
The photograph gives an excellent conception
of the scene.

By kind permission of Lt.-Col. Price, D.S.O.,
and Officers of the Band of the 29th Baluchis
(Duke of Connaught's Own) will play the fol-
lowing programme of music at the King Ed-
ward Hotel, during dinner, to-morrow, the
3rd inst. (weather permitting):—
March—The Victoria Cross—Rebels
Overture—Yuletide—Rebels
Serenade—The Christmas—Philly
Serenade—Love in Admiration—Machin
Two-Step—Mr. Hick of New York—Raymond
Reminiscences of Offenbach—Offenbach
Sketch—The Alabama Minstrel—Knowles
God Save the King.

WHILE a number of bricklayers were engaged
in strengthening the wall of a house, 15 Slave-
ley Street—which is immediately behind
Queen's Food Central—the wall was suddenly
seen to bulge and collapse. The debris fell
upon the workmen, covering them up to the
knees. They extricated themselves without
difficulty and with the exception of some
bruises they do not seem to have suffered much
from their experience. If the wall was being
strengthened by order of the Sanitary Board
then the officials of that body are to be com-
mended for having recognised the instability
of the structure.

A BRICKLAYER was removed to the Tong
Wah Hospital shortly after noon yesterday
suffering from a lacerated right foot which was
caused by one of the Peak tramcars passing
over it. It is said that the foot will have to be
amputated. The man, we are informed, was
at the time engaged in repairing the lip. His
back was turned towards the Peak, and he had
one foot on the track, while he went on with
his work. The brakesman of a descending
car, thinking the bricklayer was clear of the
car, continued on his course, and the wheels
of the tram crossed over the Chinaman's foot
before the driver knew a car was behind him. He
was removed to hospital from the Tramway
Company's premises.

THE B-YOOTT MOVEMENT.

MA'S MEETING AT CANTON.
TRENCHANT RESOLUTIONS ADOPTED BY
ENTHUSIASTIC BOYCOTT.
[From Our Own Correspondent.]

Canton, 31st December.
In accordance with the telegram received
from the Chinese in Oakland, regarding the
Exclusion Act, which I reported on the 29th
instant, a public meeting was held yesterday in
the Kwongchai Hospital. There were over a
thousand people present and Mr. Ma Fat Son,
the released boycott leader, was in the chair.
The following resolutions were passed by those
present: (1) To boycott American goods and
to encourage local industry. (2) To start boy-
cott again, by the majority of those who deal
in American goods, and to establish a shop for
the disposal of all American goods on hand, in
such a way as to curtail the loss to owners. (3)
To send members to various places to encour-
age the boycott feeling with songs and speeches.
(4) To translate those books received from
America regarding the American ill-treatment
of the Chinese, for the information of the
public. (5) To post up proclamations in all
parts of the city containing the telegram from
Oakland, asking the native newspapers not to
publish advertisements of American goods, any
paper doing contrary to be boycotted by the
public. (6) All present to post up placards at
their houses, stating that they boycott American
goods, and to advise all student to do likewise.
(7) Next meeting to take place on the 2nd
of January and the following meeting on the 5th,
at noon. (8) To ask the seventy-two Guilds to
appoint assistants in managing boycott affairs.
(9) To petition the Viceroy to stop labourers
from going to work in Panama and also re-
quest H.E. to advise the Throne to take up the
discussion of the American Chinese Exclusion
Act with the American Government.

UPROAR IN THOMAS HOTEL.

AMERICAN JACKS AT LOGGERSHEADS.

In "Thomas" Hotel last night shortly after
the dinner hour a number of American and
Austrian bluejackets were seated around
tables drinking and talking loudly. The
men from the West Virginia occupied a table
all to themselves. So did the Pennsylvania
crowd, while, needless to say, the Austrians
kept to themselves.

"I guess that there is not another ship flying
the Old Glory on the Asiatic squadron that
can lick us at shooting," one of the West
Virginians is alleged to have boasted.

"Now cut it out," came from the Pennsylv-
vania end of the table.

"Cut you out in two shakes if yer don't keep
that lower lip o' yer politeness," retorted the
West Virginia spokesman.

"If you want to see home and mother again
I reckon you'd better hold in cable, mate,"
said the other.
The West Virginia man opened hostilities
with a beer bottle which he flung at his rival, who
ducked in time and saved his head. The Pennsylv-
vania crowd returned the compliment with inter-
est and the battle opened. Bottles were sent sail-
ing about the room like snowflakes, intermixed
with a couple of chairs, which did duty on both
sides, and pandemonium reigned supreme.
Anything that was near at hand was turned
into some use by them, even the marble-topped
tables—too heavy to be lifted—did duty to jam
a man against the wall.

The Austrian sailors, who had all this time
been quiet, suddenly pitched into the fray, for
had not a stray beer bottle collided with one of
their men's heads, causing a lump to rise im-
mediately? With the two American gangs
joyously hammering each other, and the
Austrians attacking both, things looked very
bad indeed.

While this triangular battle was at its height
the main door of the hotel was pushed open
and in walked another gang of American blue-
jackets, but from another ship. They had not
crossed the door-mat before another mis-
directed missile struck one of them squarely
on the mouth, causing blood to flow.

"By gad, mates," said the newcomer, "they
've handed me a lemon."
"It isn't a lemon; it's a soda water bottle,"
said one of his friends, eyeing the bottle on the
floor. Without another word the newcomers
dashed into the fighting mob, and the West
Virginians and the Pennsylvanians were called
upon to defend themselves against the
Austrians and the newcomers.

In the meantime the police had been sent for
and when they arrived the fighters made a
dash for the back door, the majority being
successful in effecting their escape. A sailor
from the West Virginia was arrested, and an
Austrian sailor, whom they removed to the
Station, on the complaint of the manager of
the hotel, who alleged disorderly behaviour and
damage to property to the extent of \$7.

They were arraigned before Mr. F. A. Haz-
land, at the Police Court, this morning, to
plead to the charge, but the defendants could
remember nothing.

The manager of the hotel was called, and he
testified to the damage done, ending up with:
"They smashed up everything in sight.
Everything was turned topsy-turvy."

His Worship, who was informed that the
delinquent American was the cause of the
disturbance, fined him \$25, and the Austrian
\$5, the money to go to Thomas' Hotel as com-
pensation for the damage done.

CANTON, DAY BY DAY.

THE YUET-HAN RAILWAY.
[From Our Own Correspondent.]

Canton, 1st January.
Yesterday H.E. Viceroy Chow deputed Pro-
vincial Treasurer Wu and Taptai 'um to pro-
ceed to the offices of the Yuet-Han Railway
Company to examine the books, accounts, etc.
of the company.

THE OPIUM EVIL.
The Provincial Treasurer has issued a pro-
clamation by orders from H.E. the Viceroy,
who has received instructions from the Central
Government, ordering officials of all ranks,
including employees of the different Customs,
who have acquired the opium smoking habit,
to get rid of this evil, within a x months' time.

POLICING OF CANTON.
In accordance with instructions received
from the Board of Constabulary at Peking,
H.E. Chow has directed Taptai Chiu Tsang
Wai to make out a report showing which of
the districts in the province are, and which are
not, policed, for the police force is to be in-
creased throughout the whole province, to put
down the numerous cases of robbery, brigand-
age, piracy, etc. which are happening in all
places.

"PENNSYLVANIA" MINSTRELS.

Mutual satisfaction was very evidently ex-
perienced by performers and audience alike at
the Theatre Royal, City Hall, last night, when
the "Pennsylvania" Theatrical Company oc-
cupied the stage for a Grand Vaudeville and
Minstrel performance. The audience were
most pleased with the entertainment provided,
while we have authority for saying that the
performers were more than satisfied with the
"house" that greeted them when the curtain
was rung up at 9 p.m.—or thereabouts. It was
somewhat curious, with all the musical and
historical talent in our midst, that it should
have been left to our foreign naval guests to
provide us with a public entertainment for
New Year's Day. That being so, they certainly
deserved the very full house and the ap-
preciation of the audience which assembled,
and unstintingly marked its approval of its
entertainers' efforts. A very good programme
had been arranged, and was most successfully
gone through by the talented Tars of this naval
troupe. After an overture, bearing the
amusingly appropriate title, "I'm getting
sleepy," by the orchestra, the company gave
the opening chorus, "You're a grand Old Flag,"
in fine swinging style, which was most
vociferously applauded. The end men then
convulsed the audience with comicalities
and funniness of a fresh and breezy
and refined character. The songs were all
new to Hongkongites, such as the ballad
"Moon Dear," excellently sung by W. J. Bud-
denhagen, the topical song "Nonsense" cleverly
rendered by T. Ackerman, "Cheyenne," a
popular selection, given by E. H. Vollinger,
coon song, "Bell Simmons" by D. N. Calder-
head, ballad "Waltz me around again, Willie,"
by Harry O'Marr, and the finale "For the Stars
and Stripes and You," by the Company, all of
which were well received by the audience, the
encore—following—being—undeniable. The
characteristic piece "Woodland Whispers" was
a very pleasing number, and the Benedicts
were then amusingly told by S. O. Thatcher,
"How to be happy though married," which
was followed, after the laughter had sub-
sided, by the new naval song "Keep on the
Target," by T. Ackerman, which brought the
first part to a close. After a short intermission,
the orchestra opened the second part with the
ever-popular "Cavalleria Rusticana" in very
fine style, and then came the pièce de résistance
of the evening, the one-act farce-comedy, "A
manager's trials," by A. Lincoln Fisher, under
the direction of Mr. W. Feldman, the following
being the cast:—

Daniel Slowman, Theatri-
cal Manager S. O. Thatcher
Charles Ratus Soufower,
a Dusky Messenger D. N. Calderhead
Bill Crapper, a Bowery
Boy E. V. Annotoyne
Sissy Devere, His Mother's
Pet W. Feldman
Fritz Dinkelspiel, a Stage
Struck Dutchman T. Ackerman
Orlando Tatters, Relic of
the Old Legitimate W. J. Buddenhagen
Dennis McSwat, One of de
foinst A. P. Kent
Eudoxio Perissimons, n
Timid Little Girl H. H. Whitmore
Scene—Daniel Slowman's Booking Office.
Time—Present—New York.
This was splendidly staged, and was as good
as anything seen here, whether professional or
amateur, each participant in the "fun" being
perfect in his part. The following were the
members of the troupe who contributed to the
evening's entertainment, the Minstrel pair
being under the direction of D. P. Upham, a
very practised interlocutor:
J. Wetzel, M. J. Weber, J. P. Eyland, W. G.
Busch, F. Bancroft, W. I. Martin, R. Jones,
W. Radcliffe, H. E. O'Marr, W. Harvey, M.
J. Ratus, W. J. Buddenhagen, C. A. Black-
man, E. H. Vollinger, S. B. Bue, T. S. Graig.
End Men: H. H. Whitmore, T. Ackerman, D.
N. Calderhead, E. V. Annotoyne, F. E. Holt,
N. Kleinmer.
The Executive staff included Managing
Director, Lieut. W. G. Roper, U.S.N. Director,
Dexter P. Upham, Stage Manager, W. Feld-
man, Asst. Stage Manager, O. S. Tatcher,
Advance Representative, Mida, A. W. Fitch,
U.S.N. Property-man, A. P. Kent, Musical
Director, U. Poppl.
Taken altogether the performance was a
most enjoyable one, and one such as we have
not often have the pleasure of witnessing.
The greatest credit is due to Lieut. Roper,
U.S.N., and his band of "merry, merry men,"
for the excellence of the entertainment pro-
vided, and the thoroughness with which every-
thing was done, to present a very pleasant and
enjoyable night's entertainment, and one and
all are to be congratulated on the success
achieved.

TELEGRAM.

"HONGKONG TELEGRAPH"
SERVICE.

SHANGHAI AMERICAN COURT.

OPENING SESSIONS TO-DAY.

AN ANNOUNCEMENT FROM THE BENCH.

[From Our Own Correspondent.]

Shanghai, 2nd January.
2.03 p.m.

The first session of the American
Court which was established lately
was opened to-day under the pre-
sidency of Judge Willey.

Ten cases which appeared on the
register were submitted to the judge.

Dates were assigned for their
hearing.

His Honour announced from the
bench that the attorneys who had
failed in the examination which was
held for admission at the American
Court would be disbarred, but would
be allowed to continue to appear in
the cases in which they were already
interested.

FIRMS IN KOWLOON.

DAMAGE RESULTING FROM THE LACK
OF WATER.

At two o'clock this morning a fire broke out in
a woodshed in the vicinity of the Green Island
Cement Works at Kowloon. An hour later
news of the outbreak had been conveyed to the
Hongkong police authorities and two fire-
engines were despatched to the scene to render what-
ever assistance they could. When they
got to the Cement Works they found that
there was a solitary fire engine
quietly standing idle while the fire was burn-
ing merrily. There were no water mains in
the vicinity and the tide being low, no water
could be drawn from the harbour. Conse-
quently the firemen had the pleasure for once
of being in the position of spectators instead of
being interested parties at a blaze. A manual
was in operation, but it proved of little avail.
The fire burned itself out. It is stated that
the damage, which is covered by insurance,
will amount to several thousand dollars.

While the first fire was in progress, news
arrived that another outbreak had occurred at
Homonite, Yumail. The firemen marched
off to that blaze, hoping that their efforts
would be appreciated. But it was the same
story over again—no water and no way of
combating the flames. The strong wind
carried the fire, which was in a hut, along a
row of huts, which were all consumed. The
damage, unestimated, amounted to about \$500.
In neither case is the origin of the fire known.

THE WEATHER.

The following report is from Mr. F. G. Figg,
First Assistant of the Hongkong Observatory:—
On the 1st and 2nd inst. the barometer fell
over S. Japan, and N. China, and risen in
S. China.
A depression appears to be lying off the S.E.
coast of Japan, and there are indications of
the existence of another depression over Man-
churia.

The anticyclone is still lying over the
Yangtze, and pressure is low to the South of
the Philippine Archipelago.

Gradients continue rather steep, and hard
monsoon will be met with in the Formosa
Channel and the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N. winds,
fresh gale.
2.—Formosa Channel, N. to N.E. gale.

3.—South coast of China between Hongkong
and Lamocks, N. winds, strong.
4.—South coast of China between Hongkong
and Hainan, same as No. 3.

A PRIVATE belonging to the Royal Garrison
Artillery was arraigned before Mr. F. A. Haz-
land, at the Police Court, this morning, on
three charges: drunk and disorderly, assault-
ing an Indian policeman, and damaging his
tunic to the extent of fifty c. m. "I plead
guilty to being drunk, your Worship," said
defendant. "As regards the other charges I
don't remember a thing." The defendant, it
seems, had a quarrel with a ricksha coolie last
evening at Wanchai. The peace-loving Indian,
who did not want to see a "Government
soldier" imposed upon, went up to pull the
matter and see that law was made. The
soldier did not want "the Government" police-
man to be interfering in matters that did not
concern him and told him to move on. The
policeman refused to do so, and it was alleged,
the soldier gave him a twist to his jaw, which
felled the policeman. It was also alleged he
bit the policeman on the neck and the third
finger of the left hand. His Worship said he
took into consideration defendant's good char-
acter in the army and fine him \$5.

SHIPPING AND MAILS.

MAILS DUE.

American (Shanghai) 7th inst.
French (Océanien) 7th inst.
Australian (Tallman) 7th inst.
German (Mantla) 15th or 16th inst.

The S.S. Andania left Shanghai on 1st inst.
at 6 a.m. and may be expected here on 4th inst.
The S.S. Kashima Maru left Moji to-day, for
this port, and is due to arrive here on 7th inst.
The Ance Co.'s s.s. Japan from Calcutta
left Singapore on 1st inst. at noon, and may
be expected here on 7th inst.
The M. M. Co.'s s.s. Oceanian, with the next
French mail, left Singapore on 31st ult. at 4
p.m. for this port via Saigon.

The N. Y. K. s.s. Hieiichi Maru, European
Line, left Kobe for this port via Moji on 30th
ult. and is expected here on 7th inst.
The P. & O. s.s. Calcutta will sail from
Yokohama for this port on 3rd inst. and will
therefore be due to arrive at Hongkong on 7th inst.
The C. P. & O. s.s. Tattler arrived at
Shanghai at 10.30 a.m. on 31st ult. and left
again at 8 p.m. same day, for Hongkong,
where she is due to arrive at noon on 2nd inst.

TELEGRAMS.

The Inolement Weather.

LONDON, 30th December.

The snowstorms have broken all the land lines throughout England, and trains are conveying cables to the piers.

A terrific blizzard occurred on the Scottish border, and there is practically no railway communication either northwards or southwards.

Many deaths in the snow are reported.

Railway Accident in Scotland.

31st December.

In a railway collision at Athroath, Scotland, 23 were killed, including Mr. Black, M.P. for Banffshire, and 37 injured.

The Russo-Japanese War.

General Kurapatkin's book on the Russo-Japanese war has been confiscated. In it he denounces the methods of the War Office.

Obituary.

The death of the Baroness Burdett-Coutts is announced.

British Ambassador to Washington.

The appointment of Mr. Bryce as Ambassador to Washington is officially announced.

The Russo-Japanese Negotiations.

A Government communication issued in St. Petersburg, dealing with the position of the Russo-Japanese commercial negotiations, declares that although an agreement has not yet been reached, the various negotiations may be regarded as absolutely normal.

Railway Accidents on the Continent.

There has been an epidemic of railway accidents on the Continent; three of yesterday's were serious.

The Hamburg-Cologne Express dashed into a cattle train crossing the main line; five were killed and eleven injured.

The Frankfurt-Cologne Express collided with a goods train, and the Brussels-Bruges train was derailed; one being killed and many injured in each case.

THE "SAINAM" PIRACY.

THE GOVERNMENT AND SHIPOWERS' CLAIMS.

The following letter, in which are embodied the views of the Committee of the China Association on the subject of the owners' claim for consequential damages, will, it is hoped, prove of interest to members. In any case it is deemed to be desirable to let them know what has been done in the matter.

Dear Sir,—The following telegraphic message was despatched to you on the 16th instant:—

"With reference to British Government's refusal to support owners' claim for consequential losses *Sainam* piracy, Foreign Office not to commit themselves to this attitude with the Chinese Government pending further representation from here by mail."

The decision of His Majesty's Government not to recognize the claim in question was conveyed to the owners of the *Sainam* through H.M.B. Consul General at Canton in a letter from him dated November 6th. No reasons were given for this decision. There was no hint that exception had been taken to the amount of the claim; no suggestion to indicate that a smaller one would have received greater consideration; the letter contained merely a brief intimation that the claim could not be supported. But from a rider stating that for any out-of-pocket expenses actually incurred a claim would be considered reasonable the inference may be drawn that any other kind of claim is regarded as unreasonable. The owners have appealed to us for assistance in rebutting this view of an old problem. It is about to be adopted by His Majesty's Government there will be very general feeling among the rules of all semi-civilized and turbulent peoples and very serious doubts entertained as to the wisdom of it among those who have interests at stake among them. Hitherto the infliction of fines and penalties upon delinquent rulers of such peoples, as consequential damages done by disorders in which the subjects of civilized nations have suffered, has been regarded as a legitimate weapon to use in the fight for the establishment of law and order in the world—the fight between civilization and barbarism—the fight in which England is supposed to be taking a leading part. If there are to be no more indemnities there will be many more disorders and especially will this be the result in South China. In this opinion the members of my Committee are unanimous and at a meeting held to discuss the matter it was decided to represent the case to you again.

In the original instance your support was invited because it appeared to be a matter of importance that the Provincial Officials, who, we presumed, would in the last resort be called upon to meet the claim, might thus be made to realize an inconvenience to themselves in tolerating a continuance of the existing state of lawlessness under which outrages similar to that perpetrated upon the *Sainam* are liable to occur. Our opinion was and is that only through the agency of pecuniary punishment can they be made to feel any unpleasant consequences of that pernicious policy which is at the root of the evil. They will employ the needful men and provide the necessary funds only when the conviction has been brought home to them that, in the long run, this is a more economical system of dealing with piracy than the present more immediately lucrative method of pocketing the money required to put it down. This view of the matter, as was said, mainly influen-

ced us at first in taking up the owners' case, and chiefly inspires us now to pursue it. Here we must protect ourselves against being misunderstood to mean that we were indifferent to the nature and extent of the claim. We were not. We apprehended that it might seem to some excessive. We are so. But we pointed out the necessity of bearing in mind the fact that for the best part of ten years the steamer companies have been driven by the difficulties of the situation to carry on a losing fight for a footing in the slowly developing West River trade. The capital actually expended in pioneering this trade amounts to a million dollars or more. No return upon this sum has been received during the pioneering period but the prospects were gradually improving; people were beginning to appreciate the advantages offered by the service, and profits were well within sight when the enterprise was suddenly blasted by this curse of unrestrained piracy, or highway robbery, or whatever the Consular body elects to call it. In so far as there was formerly a belief in the efficacy of the protection afforded by the British flag the British companies are now worse off than ever—their chief advantage over native competitors having been largely swept away. The theory of the claim is that prospects anterior to the *Sainam* outrage have been thrown back so badly that it will take three years to repair the loss and the amount of the latter was estimated by taking the total capital sunk and working out the interest at 8 per cent. for the first year, 6 per cent. for the second, and 3 per cent. for the third. These rates of interest may have seemed rather high to minds accustomed to the lower ones ruling in Europe but it should be pointed out that 8 per cent. is the rate ruling in this Colony, as evidenced by the fact that judgment debts carry it.

In our view, the amount of actual out-of-pocket expenses is no measure of the harm done to the owners and we submit that the set back to their trade is as much a proper subject of compensation as money expended in repairing material damages. On the whole therefore we incline to the opinion that, admitting the plea of consequential losses, a fairly good case could be made out for the amount of the claim put forward. At the same time we are prepared to admit that a contention in favour of its reduction might reasonably be set up.

Our main concern however is not with the amount of the claim nor with the description of the claim nor with the disposal of the claim. Our main concern is to urge upon you the desirability of persuading the Foreign Office not to claim of some sort, over and above the amounts which they have so far admitted to be reasonable, is both reasonable and necessary. Let the amount be assessed at anything they please; let it be described either as consequential or as exemplary damages or simply as an indemnity and let the Foreign Office do with it as they will in accordance with the suggestion now made by the owners, in the letter enclosed. These are mere details. Our sole desire is to vindicate the principle of exacting exemplary damages for the non-fulfilment of treaty obligations, by refusing to support some such claim in the present instance the Foreign Office would provide the Chinese with a precedent dangerous in the extreme because seemingly based upon the assumption that the flag can be grossly violated without any loss to the Government directly responsible other than that entailed by being called upon to pay a paltry bill of repairs and some small compensation for lives lost or ruined. The precedent would operate seriously to the detriment of the prospects of British trade in West River waters and would no doubt be hailed with satisfaction by those unfriendly officials whose desire is to discourage it. As has already been pointed out the theoretically greater security offered by the fancied protection of the flag is its principal advantage which has hitherto enabled British Shipowners to compete for a share in that trade. Unless this damaged theory can be rehabilitated; unless the protective power of the symbol of British protection and power is vindicated, the question will shortly arise as to whether the Shipowners will not be forced either to withdraw from the contest altogether, or to seek the protection of some other foreign flag.

The well known unwillingness on the part of the Foreign Office to support claims of a pecuniary nature made in China originates no doubt in a high-minded view of the duties of a Great Power towards a relatively weaker state and in so far as it derives from this motive no right-thinking person would wish it to change. Partially however it may be interpreted as a concession to that popular but frequently mistaken emotion of benevolence which is apt to side with weakness irrespective of justice and which is ever ready to prompt condemnation of the Governments of other Great Powers for enforcing such claims when preferred by their subjects. It is unfortunately the case that there have been many instances during the last few years in which would appear that exhortation has been practised upon the Government of China but it does not seem right that a natural reaction in sentiment against these doings should be directed towards denying a sympathetic consideration of the legitimate grievance of subjects of the one Power which has invariably refrained from fathering injustice. As regards the more vaguely emotional benevolence which appears to dictate the line of policy against which we are protesting it only remains to be said that the real practical benevolence does not consist in making it easy for weak or faithless people to ignore their obligations but aims rather at supplying motives which shall assist in keeping them up to the duties. True friendship to China means itself not in condoning her failures but in enforcing her responsibilities.

In conclusion, we venture to express the hope that this view of the matter will appeal to you and that you may see your way to put it forward—Yours faithfully,

M. STEWART,

Chairman.

JOSEPH WALSH, ESQ.,

Honorary Secretary,

China Association,

159, Cannon Street, London, E.C.

THE CHINA ASSOCIATION.

ANNUAL REPORT.

The report of the Hongkong Branch of the China Association for 1906 to be presented to members at the annual general meeting of the Association on Saturday, the 5th inst., at 2.30 p.m., is as follows:—

In presenting to members the annual report of the Hongkong Branch of the China Association it has hitherto been the custom to publish in the form of an appendix the correspondence upon which it is based. The necessity for this in the present instance has been obviated by London branch issuing an interim report containing the principal letters despatched from here during 1906. The local committee has therefore decided to base this year's report upon that communication and a copy is now being forwarded to each member.

Our work as displayed in the contents will be seen to divide itself into four distinct series of letters and telegrams dealing with as many separate questions. These communications have been arranged in groups under the particular heading to which they refer and in chronological order within each group.

The first group comprises correspondence relating to the incident of the forcible seizure by the Viceroy of Canton of a quantity of coal in effective possession of a British Bank. Representations of the illegality of these proceedings, simultaneously made from several quarters, soon brought sufficient pressure to bear upon the Viceroy to persuade him of the inadvisability of persevering in an unwarrantable action and the matter was eventually settled to the satisfaction of the complainants. It is anticipated that the representations made from here on this subject will meet with the approval of members.

KOWLOON-CANTON RAILWAY.

Similarly it is anticipated that the more voluminous correspondence referring to the Kowloon-Canton Railway will not be disapproved of. There has been but one opinion in the Association these many years as to the importance of pushing on with that enterprise. The thanks of the Committee are due and are hereby gratefully tendered to H. E. the Governor for placing at our disposal translations made originally for his information from articles appearing in the Chinese newspapers on the subject of the scheme to build an opposition line from Canton to Whampoa. Sir Matthew Nathan has kept a close watch upon the development of this idea and his helpful courtesy has enabled us, as will be seen from the correspondence, to supply the London branch with evidence supplementary to that which we derived independently from other sources showing the drift of native opinion and displaying the attitude of Provincial Authorities towards the scheme. Its danger to the future prosperity of Hongkong was pointed out during the last two years but it is now no longer thought to be threatening in view of the recent success attending the negotiations of the British and Chinese Corporation in Peking. A letter written subsequent to those appearing in the report in question records the Colony's satisfaction in respect of the signing of the final Agreement for the loan required to build the Chinese section of the line and expresses the hope that the supplementary agreement, necessary to ensure harmonious co-operation between the Colonial Government and the Provincial Officials in the working of the line as a whole, will soon follow.

WEST RIVER PIRACY.

As regards the Association's activities in directing attention to piracy on the West River the aim of agitation has been to invoke the aid of diplomacy in an endeavour to instil into the minds of the Provincial Authorities the idea that in the long run it is less inconvenient and more economical to provide funds requisite for the repression of the evil than to misappropriate these and chance the consequences. In some degree this object would appear to have been achieved. Recent information is to the effect that the Authorities are at the moment commendably active. They have supplied Admiral Li Chun, a capable leader, with a considerable number of "braves" and he is reported to be infusing energy into the operations of guard boats stationed every 3 miles and of armed launches, with steam up, stationed every 20 miles along the river bank. As far as the river is concerned these efforts are producing excellent results and in the Delta, also, there is said to be some improvement. These results support our contention that the suppression of piracy is merely a question of men and money. Not inconceivably, the new zeal displayed in this matter may have derived some impetus from the outcry made here.

J. M. CUSTOMS.

The same reflection occurs with regard to the agitation against the change made in the Administration of the Imperial Maritime Customs by the Edict of the 9th May. Had the question in, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press especially in *The Times*, and by the London Branch of the Association against the adoption on the part of the British Government of a non-possessum policy. These representations with the resulting diplomatic protests, can hardly have failed to produce a certain restraining effect upon the minds of the leaders of the Young China Party in Peking and although so far ostensibly foiled, may yet be regarded as having attained a measure of unseen success.

CONTRACT LABOUR AND BRITISH SHIPPING.

In the last division of the Hongkong section of the Report will be found a record of representations made on the subject of the disabilities imposed upon British Shipping by certain Ordinances forbidding owners to carry contract labourers. The reasons advanced from here in support of a movement to obtain the repeal of these Ordinances will, it is hoped, recommend themselves to members.

GENERAL CORRESPONDENCE.

Other subjects have engaged attention and a regular correspondence has been maintained by way of keeping the London Committee in

touch with local opinion. The entire correspondence of the year will be laid on the table for the inspection of members at the Annual General Meeting.

The Annual General Meeting has been usually called in the Autumn but this year it was decided to hold it at the end of the year, the idea being that it is a more satisfactory arrangement to adopt the natural divisions of the Calendar than to follow the old method by which two years were made to overlap. However, this is an unimportant matter. It will be a still better arrangement if the London Branch decides to issue an Interim Report every year on the eve of the Annual Dinner, thus relieving this Branch, as in the present occasion it stands relieved, of any necessity to publish. The corporate nature of the Association has been indicated and served by reports bringing together and displaying in unity the work of the various Branches.

A statement of accounts is appended showing a credit balance of \$6.39. The dissipation of our funds, due, in the main, to long telegrams on the Customs question, will not be grudged by members who share the Committee's view that its solution is a matter more vital and far-reaching, in interest and importance, to trade in general and British trade in particular, than any with which the Association has yet been called upon to deal. It is now proposed to collect the usual yearly subscription of \$10 to carry on the work during 1907. A list of members is appended.

Since the last annual general meeting there have been several changes in the personnel of the local Committee which now consists of Mr. A. G. Wood, Mr. D. R. Law, Mr. H. E. Tomkins, Mr. G. H. Medhurst, the Hon. Mr. E. Osborne, Mr. W. A. Cruickshank and Mr. M. Stewart, chairman.

TRIAD SOCIETY FIGHT.

AVERTED.

BY POLICE GANG.

What would have been a serious fight was averted last night at West Point by the timely intervention of the West Point police. During the whole of yesterday a rumour was in circulation in Chinese circles to the effect that a Triad Society fight on a large scale was on the books to take place that night. Inspector Collett got to work immediately and after some inquiries learnt that there was truth in the matter. At about 8 p.m., Sergeant Gordon and a posse of men left No. 7 Police Station and on arrival on the Praya at Shek-long-tui was in the nick of time to stop the fight, for the two gangs were in preparation to sail into each other, but as soon as they saw the police they took to their heels. The police gave chase and arrested four men. On these were found various kinds of knuckle-dusters and fighting irons. At the station they told the police that the West Point Triads and the Triads of the Central districts were at loggerheads, and that they were about to bring matter to a head when the police interfered. When the quartette were safely under lock and key, Sergeant Gordon and his men went out again, this time to raid the premises of the West Point Triad Society. They went to a house bearing the sign of 'Yee Yee Cheung', 3, Mui Kwai Lane, and after a search secured two choppers, a number of fighting irons and various other implements used by this society. They found no weapons, however. In the kitchen of the flat they found a man, who said he was employed there as a cook, and he was taken in charge. The five men were arraigned before Mr. F. A. Hazelard, at the Police Court this morning. Four of the men were under charges of disorderly behaviour, and the cook was indicted for unlawful possession of dangerous weapons. They were all found guilty. The four men were fined \$50 each, and the cook was mulcted in the sum of \$100. They went to goal for various terms.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$47, China Fires \$93, H.K. & S. M. Steamboats \$28, Rauba \$9, Kowloon Wharves \$94, Hongkong Lands \$107, Humphreys Estate \$11, Cements \$21, Electric \$154, Hongkong Ice \$230.

Sellers:—Hongkong Banks \$85, Canton Insurance \$297, Indo-China \$90, China and Manila \$21, Douglas \$37, Shell Transports \$30, Shanghai Docks \$15, West Point \$50, Hongkong Cottons \$13, China Borneo \$10, Ropes \$22, Powells \$8.

Sales:—China Sugars \$125, Nominal—Union Insurance \$76, Hongkong Fires \$335, Hongkong Docks \$145, Hongkong Wharves \$12, 237 in Shanghai, Hongkong Hotels \$124, China Providers \$94, Dairy Farms \$16, Tramways \$215, China Light and Power \$10, A. S. Watsons \$12.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 2/3 3/16
Do. demand 2/3 3/16
Do. 4 months' sight 2/3 3/16
France—Bank T.T. 2/3 3/16
America—Bank T.T. 2/3 3/16
Germany—Bank T.T. 2/3 3/16
India T.T. 2/3 3/16
Shanghai—Bank T.T. 2/3 3/16
Singapore T.T. 2/3 3/16
Japan—Bank T.T. 2/3 3/16
Java—Bank T.T. 2/3 3/16

Buying.
6 months' sight L/C 2/3 3/16
30 days' sight San Francisco & New York 2/3 3/16
4 months' sight do. 2/3 3/16
30 days' sight Sydney and Melbourne 2/3 3/16
6 months' sight France 2/3 3/16
6 months' sight do. 2/3 3/16
6 months' sight Germany 2/3 3/16
Har Silver 2/3 3/16
Bank of England rate 2/3 3/16
Sovereign 2/3 3/16

CANTON LEFERS RELIEF FUND.

We are requested to acknowledge the receipt of the following sums:—
Mrs. G. C. Chester Master, Hongkong \$ 25.00
American Cong. Church (Chinese) 9.30
United Brethren Mission Church (Chi- nese) Canton 8.80
Collected by 'China Mail' 11.00
In small sums 2.70

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the principal scores made in the open competition held at the Peak Range on the 26th December, 1906, prizes given for the best scores at the 500 yards range. Seven rounds with handicaps:—
A. Jenkins 34 scr. = 34
J. H. Jenkins 34 scr. = 34
W. J. Saunders 28 + 5 = 33
A. Mott 26 + 5 = 31
H. W. Bird 26 + 5 = 31
E. M. Moon 26 + 5 = 31
H. E. Mr. F. H. May 22 + 3 = 25
J. F. Douglas 20 + 5 = 25
P. N. H. Jones 14 + 10 = 24
P. N. H. Jones 11 + 10 = 21

For the Cup given by Mr. C. S. Gubbay for competition amongst members having a handicap of 10 or over. There were 5 entries, the winner being Mr. E. S. Carruthers. The following are the scores:—

Score Handicap Total.
E. S. Carruthers 25 + 10 = 35
J. Hastings 22 + 10 = 32
H. H. J. Compertz 19 + 10 = 29
J. Hutchings 16 + 10 = 26
P. N. H. Jones 15 + 10 = 25

To-day's Advertisements.

TO LET.

2 FOUR-ROOMED HOUSES at PRAYA East, near East Point.

Apply to—
JARDINE, MATHESON & Co.
Hongkong, 2nd January, 1907. [7]

INTERNATIONAL BANKING CORPORATION.

NOTICE.

I HEREBY give notice that I have this day RESUMED CHARGE of the HONGKONG BRANCH of this Corporation, and Mr. HERBERT PINCKNEY having resigned the position hitherto held by him as Manager of this Branch the Power of Attorney given to him by the Corporation has been revoked.
CHAS. R. SCOTT.
Hongkong, 2nd January, 1907. [77]

CANADIAN PACIFIC RAILWAY COMPANY.

NOTICE.

IN conformity with telegraphic instructions received from the HEAD OFFICE the undersigned assumes charge of the Company's business at China Ports from this date, in succession to Mr. D. E. BROWN, transferred.
D. W. CRADDOCK,
General Traffic Agent for China.
Hongkong, 1st January, 1907. [72]

NOTICE.

I HAVE this day admitted Mr. GEORGE ANDREW HASTINGS as a Partner in my business, and the same will from this date be carried on under the style of "HASTINGS & HASTINGS".
JOHN HASTINGS,
Solicitor, 35, Queen's Road Central.
Hongkong, 1st January, 1907. [73]

NOTICE.

WE have this day OPENED A BRANCH OFFICE AT CANTON and have authorized Mr. J. F. EGA DA SILVA to sign our Firm per Procuration.
CRUZ, BASTO & Co.
Hongkong, 1st January, 1907. [74]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 3rd January, 1907, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, SEVEN MOTOR BOATS (more or less damaged).

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd January, 1907. [1243]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

(THURSDAY) the 3rd January, 1907, at 2 P.M., at the 1st Sales Room, No. 1, D'Arce Road, (corner of Ice House Street), A NUMBER OF SILK-EMBROIDERED TABLE BED and CUSHION COVERS.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd January, 1907. [75]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS "POSTE FRANCAIS."

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIE" will be despatched as above, on or about MONDAY, the 7th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 2nd January, 1907. [10]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG" 1,238 H. W. WALKER. Leaves Hongkong for Canton, on each Sunday, Tuesday and Thursday, at 6 o'clock evening.

Leaves Canton for Hongkong, on each Monday, Wednesday and Friday, about 5.30 o'clock evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, 15 (Servant included), Meals \$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON & CO., LD.,
No. 2, Queen's Road West.
Hongkong, 7th November, 1906. [16]

Intimations.

THE
ROBINSON PIANO
CO., LD.

TALKING
MACHINES
AND
RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC.

Comio Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [33]

UNSURPASSED FOR QUALITY

AND CONDITION.

HALL'S
'BOAR'S HEAD'
BRAND.

GUINNESS'S EXTRA

FOREIGN STOUT.

BASS'S INDIA PALE ALE

(RED TRIANGLE).

THE VERY FINEST PRODUCTIONS

OF THE

CELEBRATED BREWERIES

OF

Messrs. A. GUINNESS, SON

& Co., Ltd.,

Messrs. BASS & Co., Ltd.

IN CASES QUARTS, PINTS, AND SPLITS.

PRICE LIST ON APPLICATION.

10% DISCOUNT ALLOWED UNTIL FURTHER

NOTICE.

SOLE AGENTS

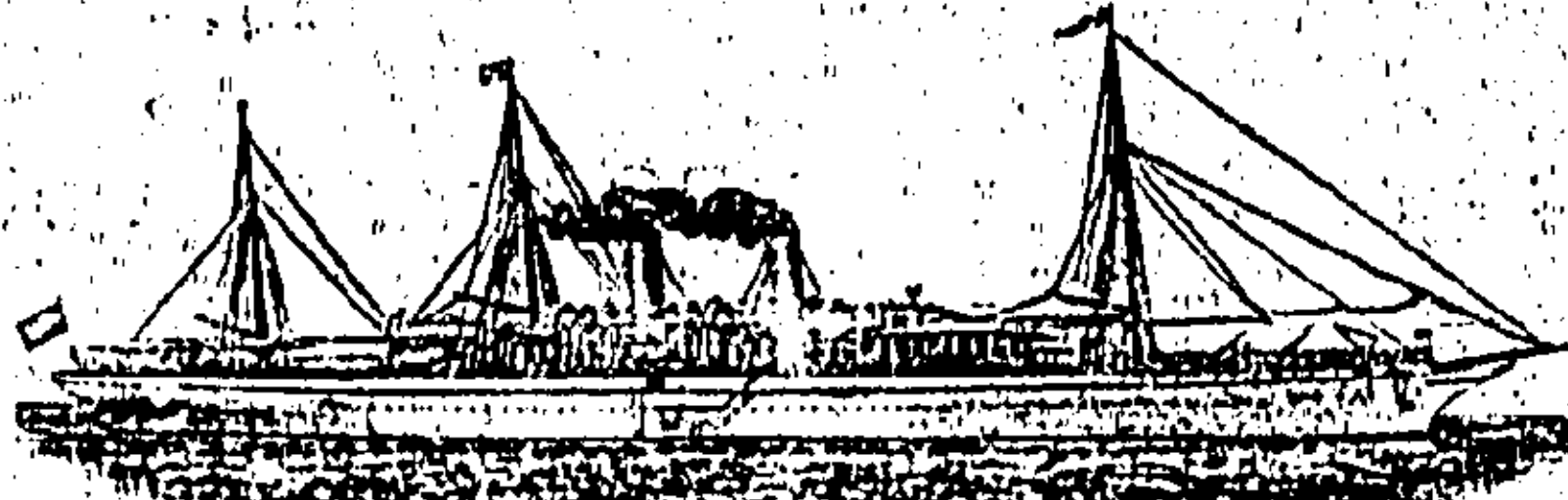
H. PRICE & CO.

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd December, 1906. [14]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	Tons. LEAVE HONGKONG ARRIVE VANCOUVER
"TARTAR".....4,425.....	WEDNESDAY, January 9th.....February 2nd
"EMPRESS OF CHINA".....5,000.....	THURSDAY, January 17th.....February 4th
"MONTEAGLE".....6,163.....	WEDNESDAY, January 23rd.....February 16th
"EMPRESS OF INDIA".....6,000.....	THURSDAY, February 14th.....March 4th
"ATHENIAN".....3,882.....	WEDNESDAY, February 20th.....March 16th
"EMPRESS OF JAPAN".....6,000.....	THURSDAY, March 14th.....April 1st

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
Hongkong to London, Intermediate or
Steamers, and 1st Class on Railways.....£40. £42.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate"
Passengers only, at intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China
and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage,
apply to
H. W. CRADDOCK, General Traffic Agent for China
Corner Pedder Street and Praya. [11]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA KUMSANG*.....	THURSDAY, 3rd Jan., 3 P.M.	
MANILA.....	YUENSANG*.....	FRIDAY, 4th Jan., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers. [6]

CHINA NAVIGATION CO., LIMITED.

For	STEAMERS	To Sail.
SWATOW, AMOY, FOCHOW and SHANGHAI.....	"KANSU".....	3rd January, 4 P.M.
TAKOW and ANPING.....	"NANSHANG".....	4th " "
SHANGHAI and CHINKIANG.....	"KWEILIN".....	4th " "
SHANGHAI.....	"YOHOW".....	4th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.....	"OHANGSHA".....	5th " "
CEBU and ILOILO.....	"SUNGKIANG".....	12th " "
YOKOHAMA and KOBE.....	"TAIYUAN".....	19th " "

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS. [7]



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Capitain.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger.....	MANILA (DIRECT)	SATURDAY, 5th Jan., at Noon.
RUBI.....	2540	R. Almond.....	"	SATURDAY, 12th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS. [5]



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship.....About

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents. [3]

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHEINLAND," "HABSBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SILESIA.....6th January.	ANDALUSIA.....3rd January.
SCANDIA.....1st February.	HOHENSTAUFEN.....11th January.
HABSBURG.....3rd March.	AMBRIA.....15th January.
RHEINLAND.....1st April.	SPEZIA.....25th January.
Hongkong, 29th December, 1906.	SILESIA.....8th February.
	FOR NEW YORK.
	VANDALIA.....11th January.
	NUBIA.....29th January.

NORDDEUTSCHER LLOYD, BREMEN.
NOTICE.

FOR KUDAT and SANDAKAN.
Taking Cargo at through rates to Tawau, Lahad Datu, Labuan, Jolo, Menado and Zamboanga.
THE Steamship

"BORNEO."
Captain F. Sembill, (ready to load To-day, the 2nd instant) will leave TO-MORROW, the 3rd instant, at Noon.

For Freight or Passage, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 2nd January, 1907. [1]

FOR CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING."
Captain J. G. Spence, will be despatched for the above Ports, TO-MORROW, the 3rd instant, at 3 P.M.

For Freight, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 2nd January, 1907. [142]

NAVIGAZIONE GENERALE ITALIANA.
(Finor and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LECORNO and GENOA, also MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

THE Steamship

"ISCHIA."
Captain Doderio, will be despatched as above, on FRIDAY, the 11th January, at Noon.

At BOMBAY, the Steamer is discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 31st December, 1906. [126]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service, between HONGKONG, CALLAO and IQUIQUE, via JAPAN PORTS.

(KARATSU, KOBE and YOKOHAMA).

THE Steamship

"KASATO MARU," 6,000 tons,
Captain W. C. T. S. Filmer, will be despatched as above, in A.P., 1907.

Taking Freight and Passengers to other Western Coast Ports of South America.
The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried. For further information, apply to
K. MATSUDA,
Manager,
York Building,
Hongkong, 27th December, 1906. [15]

Consignees.

S.S. "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. "Medoc" and "Cordonan," from Havre ex s.s. "Cordonan," and from Bordeaux ex s.s. "Ville de Dunkerque," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable Goods, being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after TUESDAY, the 1st January, 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st January, 1907, or they will not be recognised.

All damaged packages will be examined on FRIDAY, the 28th December, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 25th December, 1906. [10]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. India.
From Australia, ex S.S. Himalaya.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary, before 6 hours.

Goods not cleared by the 2nd proximo, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 27th December, 1906. [2]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, ANTWERP, LONDON AND STRAITS.

THE Company's Steamship

"GLENLOCHY,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Plate Cutlery, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd January will be subject to rent.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognised if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.
Hongkong, 26th December, 1906. [124]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crew of the following vessel during her stay in Hongkong Harbour:—

E. B. SUTTON, American ship, Captain Butmann.—Arnhold, Karberg & Co. [F]

For Sale.

FOR SALE.

WELSBACH'S IN-DOOR & OUT-DOOR 4-LIGHT GAS ARC LAMPS, Do. BOXED LIGHTS, Do. HARP LAMPS, Do. MAN-TLES, CHIMNEYS, GLOBES, SHADES, &c., &c., and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers. NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINE, kept in stock.

TAI KWONG CO.,
109, Des Voeux Road Central.
Hongkong, 2nd January, 1907. [63]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any Journal in the Far East.

Special attention given to effectually displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
Each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

"DAILY MAIL" FOR THE BLIND.

A MOMENTOUS STEP IN THE
WORLD'S PROGRESS.

"These eyes, though clear,
To outward view, of bluish or of spot,
Bereft of light their seeing have forgot;
Nor to their idle orbs doth sight appear
Of sun, or moon, or star, throughout the year,
Or man, or woman: Yet I argue not
Against Heaven's hand or will, nor bate a jot
Of heart or hope; but still bear up, and steer
Right onward
Content, though blind."

—MILTON.

For some time the Daily Mail has been considering the possibility of producing a special weekly edition, printed in raised Braille characters, for the blind people in the British Empire. The great preliminary difficulties have at length been overcome, and on Saturday, December 1, will be issued, at the price of one penny, the first number of the "Daily Mail Edition for the Blind."

In recent years much has been done to brighten the otherwise blank lives of the blind by the distribution of literature specially printed in Braille—which is an alphabet of a varying number of embossed dots read by the touch. It is with the object of providing the 40,000 blind inhabitants of these islands and the sightless who live overseas with a work with an accurate account of the world's happenings that it has been decided to issue a special Edition of the Daily Mail for the Blind. It is hoped that the weekly receipt of the Edition for the Blind will in the future be to its sightless readers what the Daily Mail is to the individual in full possession of his sight.

CONTENTS OF THE WEEKLY MESSAGE.
The vast majority of the blind in this country are possessed of but slender means, and hence it is hoped that the moderate price of one penny will place the Daily Mail Edition for the Blind within the reach of most blind people.

There are unfortunately many thousands of blind persons not in a position to afford even the small payment of a penny a week. We have therefore instituted careful inquiries, and as a result we have in our possession a list of names of deserving blind persons without means. We shall be prepared to forward a copy of the Daily Mail Edition for the Blind to one of these poor sightless ones, week by week, for one whole year, postage paid to any address, for 6s. 6d. We would suggest that those who are interested in the welfare of the blind could do better than subscribe for a copy to be sent to one of those unable to bear the expense themselves.

The appearance of the Daily Mail Edition for the Blind is as momentous a step forward in the world's progress as was the appearance of the first daily newspaper. The issue will be published each Saturday morning, and will include the following features:

The Week's Home News.
Diary of the Week's Foreign News.
General News for the Blind.
Letters from our Blind Readers.
A Weekly Chess Problem.
The Edition for the Blind will be produced each week on especially-made cylinder machines. It is only as the result of recent inventions that we are enabled to offer the journal for sale at the popular price of 1d.

THE BLIND ALPHABET.

Of the various methods of "Blind Alphabet" Braille is much the simplest and the best known among the blind, consisting, as it does, of a series of raised characters; accordingly our Edition for the Blind will be reproduced entirely in Braille.

As early as the sixteenth century a Spaniard, Francisco Lucas by name, invented a method of reading for the blind by means of letters engraved upon blocks of wood, and which he afterwards dedicated to King Philip II. of Spain. It was not, however, until 1829 that Braille, in its present form, was discovered by a certain Louis Braille, a blind pupil in the "Institution des Jeunes Aveugles" at Paris.

Louis Braille was the son of a harness-maker, and at the early age of three he took it into his head to imitate his father's work. At the moment the sharp instrument he used flew off and put out one of his eyes. Inflammation ruined the other, and left him completely blind. At the age of ten he went to the School for the Blind, and it was here that he made the discovery with which his name will be ever associated.

Since that time the use of Braille has spread to most parts of the civilised globe, and it is today the system used in the British Empire, on the Continent of Europe, in Mexico, Brazil and Egypt. The United States of America have adopted a modification of Braille now known as New York Point.

The Braille Alphabet consists of varying combinations of six embossed points (•) placed in an oblong. There are sixty-two possible combinations of these six points.

A RAY OF SUNSHINE.

Those in full possession of their faculties can have little idea of the terrible blackness and monotony in the life of the average blind person. Have you ever shut your eyes for a moment and imagined what it would be like if you could never open them again? Have you ever pictured the intolerable darkness of blindness, the feeling of helplessness and despair which must almost crush the very life out of anyone when they first lose their sight? It is in the hope that the Edition for the Blind may bring a ray of sunshine into the lives of some 40,000 blind fellow-citizens that we have entered upon this enterprise which will entail a loss of many hundreds of pounds each year.

Thompson, Miss H. M.

Umber, W. Vol. 1
Umber, Mrs. & Miss
Urbahn, C. H.

(American Vice Consul General)

Faller, Deanna
Grant, A. W.
Gunter, H.
Hading, H. I.
Harris, Hon. E. A.
Hewitt, Mrs. E. A.
Howe, Miss E. D.

Unbehau, C. H.
Venetris, Miss
Vincet, F.
Watsford, Mrs. M.
Watkins, C. B.
Webster, Mrs. E.
Whelan, J. E.
Wood, G. A.
Young, J. A.

(PRANK)

Alexander, Lady
Austin, F.
Backhouse, J.
Bolton, Mrs.
Brayn, R. H.
Carruthers, E. S.
Chalmers, J. H.
Clothing, Mr. and Mrs.
H. W.
Cobden, A. S.
Darling, Col.
David, A. J.
David, E.
Dillon, C. F.
Ellis, Mr. and Mrs.
Fowler, E. A. M.
Fraser, Lieut.
Gale, Capt. J. R.
Gelsbroth, Mr.
Greenhill, Mr.
Gregory, A.
Hazeland, F. A.
Hockaday, W. T.
Jack, P.
Jeffries, H. U.
Jones, Patrick
Jossling, Lt.-Col.
Lowe, J. C. and Mrs.
E. S.
Kelsall, R.A., Major and
Mrs.
Kent, R.A., Col. & Mrs.
Willson, J. W.
Knight, C. C.

Long, E. P. H.
Miller, Mr.
Mitchell, H.
Moon, Mr. and Mrs.
Morson, Mr.
Mubie, E.
Newman, Mr. and Mrs.
B. L.
Painter, Major & Mrs.
Persico, Mr. and Mrs.
R. H.
Phillips, Major
Potts, H.
Reid, R.A.M.C., Lt.-Col.
J. M.
Riggs, Mr.
Risland, Mr. & Mrs.
H.
Sawer, Mrs. W. E.
Schmidt, Dr.
Seymour, Lt.-Col. and
Mrs.
Sinclair, A.
Smith, A. Findlay
Tollidge, Mr.
Turner, R. A.
Vaghana-Lee, Mrs.
West, J. I.
White, Dr. and Mrs.
Wildier, A. P.
Williamson, Mrs.
Willson, J. W.

(OCCIDENTAL)

Anders, Capt. E.
Bierwirth, H.
Brown, Mrs. W. S.
Capell, Mr. and Mrs.
J. R. and 2 children
Frankl, G.
Gow, Mrs. W. and 2
children
Grouhof, C.
Gutsche, H.
Hatje, Capt. R.
Lowe, J. O.
Munro, Miss A.
Newman, S.
Pallen, Mr.
Piper, C.
Rebenschutz, M.
Robertson, C.

Robertson, Mrs. C.
Robertson, Miss Kath.
Robertson, Master G.
Schirmer, E.
Schmitt, R.
Schulke, A.
Scott, G. L.
Scott, Miss H.
Scott, Mrs. L.
Simpson, Mr. and Mrs.
T. K.
Simpson, Mrs. W. M.
and child
Solloch, F.
Whyte, Mr. and Mrs.
V. and child

CAPTAIN.	LAST REPORTED AT
Mr E. L. T. Leatham	Singapore
Mr L. Vaughan-Lee	en route Singapore
Commander E. G. W. Davidson	Yangtze
Commander W. L. Chamber	Yangtze
Mr B. L. Majendie	Yangtze
	Hongkong
Mr C. D. S. Raikes	Singapore
Mr V. Savory, M.V.O.	Java
Commander A. L. Gresson	Hongkong
Mr C. Grant-Dalton	Shanghai
Commander H. B. Cox	Hongkong
Commander R. Henniker-Heaton	Hongkong
Commander W. H. Darwall	Hongkong
V. V. de Horsey	Hongkong
F. Thursby	Singapore

en route Singapore
West River

Commander Robert H. Vaughan	...	...	...	Hong Kong
Commander J. A. Walcott	...	...	...	Hong Kong
Commander H. T. Atlay	...	...	...	West River
Commander J. T. S. Lyne	...	...	...	Hongkong
...	...	...	...	Yangtze
...	...	...	...	Hongkong
...	...	...	...	Hongkong
Commander E. Secretan	...	...	...	Yangtze
Commander B. M. R. West	...	...	...	Yangtze
Commander Stevenson	...	...	...	Hongkong
Commander R. W. Glennie	...	...	...	Hongkong
Commander C. E. L. Thomas	...	...	...	Hongkong
Commander G. B. Spicer-Simson	...	...	...	Yangtze
Commander G. J. Todd	...	...	...	Yangtze
Commander Jao. F. Kuo	...	...	...	Yangtze

1. <i>Chlorophyll a</i> (mg/g) 2. <i>Chlorophyll b</i> (mg/g) 3. <i>Chlorophyll a + b</i> (mg/g) 4. <i>Carotenoids</i> (mg/g) 5. <i>Protein</i> (mg/g) 6. <i>Starch</i> (mg/g) 7. <i>Cellulose</i> (mg/g) 8. <i>Lignin</i> (mg/g) 9. <i>Phenolics</i> (mg/g) 10. <i>Flavonoids</i> (mg/g) 11. <i>Anthracenes</i> (mg/g) 12. <i>Terpenoids</i> (mg/g) 13. <i>Alkaloids</i> (mg/g) 14. <i>Saponins</i> (mg/g) 15. <i>Glycosides</i> (mg/g) 16. <i>Enzymes</i> (mg/g) 17. <i>Antioxidants</i> (mg/g) 18. <i>Antibiotics</i> (mg/g) 19. <i>Anticancer</i> (mg/g) 20. <i>Antifungal</i> (mg/g) 21. <i>Antibacterial</i> (mg/g) 22. <i>Antiparasitic</i> (mg/g) 23. <i>Antiviral</i> (mg/g) 24. <i>Anticancer</i> (mg/g) 25. <i>Antifungal</i> (mg/g) 26. <i>Antibacterial</i> (mg/g) 27. <i>Antiparasitic</i> (mg/g) 28. <i>Antiviral</i> (mg/g) 29. <i>Anticancer</i> (mg/g) 30. <i>Antifungal</i> (mg/g) 31. <i>Antibacterial</i> (mg/g) 32. <i>Antiparasitic</i> (mg/g) 33. <i>Antiviral</i> (mg/g) 34. <i>Anticancer</i> (mg/g) 35. <i>Antifungal</i> (mg/g) 36. <i>Antibacterial</i> (mg/g) 37. <i>Antiparasitic</i> (mg/g) 38. <i>Antiviral</i> (mg/g) 39. <i>Anticancer</i> (mg/g) 40. <i>Antifungal</i> (mg/g) 41. <i>Antibacterial</i> (mg/g) 42. <i>Antiparasitic</i> (mg/g) 43. <i>Antiviral</i> (mg/g) 44. <i>Anticancer</i> (mg/g) 45. <i>Antifungal</i> (mg/g) 46. <i>Antibacterial</i> (mg/g) 47. <i>Antiparasitic</i> (mg/g) 48. <i>Antiviral</i> (mg/g) 49. <i>Anticancer</i> (mg/g) 50. <i>Antifungal</i> (mg/g) 51. <i>Antibacterial</i> (mg/g) 52. <i>Antiparasitic</i> (mg/g) 53. <i>Antiviral</i> (mg/g) 54. <i>Anticancer</i> (mg/g) 55. <i>Antifungal</i> (mg/g) 56. <i>Antibacterial</i> (mg/g) 57. <i>Antiparasitic</i> (mg/g) 58. <i>Antiviral</i> (mg/g) 59. <i>Anticancer</i> (mg/g) 60. <i>Antifungal</i> (mg/g) 61. <i>Antibacterial</i> (mg/g) 62. <i>Antiparasitic</i> (mg/g) 63. <i>Antiviral</i> (mg/g) 64. <i>Anticancer</i> (mg/g) 65. <i>Antifungal</i> (mg/g) 66. <i>Antibacterial</i> (mg/g) 67. <i>Antiparasitic</i> (mg/g) 68. 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STATION.		LAST REPORTED	
COMMANDING OFFICERS.			
Maure	000 000 000 000 000	Haiphong	
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XMAS! 1906! XMAS!

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A. CHAZALON & CO.,

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Hongkong, 20th December, 1906.

[122]

NOTE, WRITING AND BOOK PAPERS.

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Bank Wove (Blue and Cream).

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Note and Letter Papers, with Envelopes to match, in boxes.

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THE "HONGKONG TELEGRAPH" OFFICE.

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¹ Hongkong, 7th December, 1906.

[18]

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS.

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

COGNAC	Qts.	Pts.
"	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, PALL MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
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BENEDICTINE, D.O.M.	38.50	40.50

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 Washington, 25th May, 1905

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 3.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT CLOSING QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$10,000,000 \$20,000,000 \$17,750 \$150,000 }	\$7,124,772	{ £1.15/- @ Exch. 1/16 = \$16.47 for diff. half- year 1906 \$1 (London 3/6) for 1905	4 %	{ 38 1/2 sellers London 7/64
National Bank of China, Limited	99,975	£7	£6	{ \$1,075,000 \$200,000 }	\$74,099	\$20 for 1905	6 1/2 %	\$47
MARINE INSURANCES.								
Anion Insurance Office, Limited	10,000	\$250	\$50	{ \$1,075,000 \$200,000 }	\$233,638	\$20 for 1905	6 1/2 %	\$297 1/2
North China Insurance Company, Limited	10,000	£15	£5	{ £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 185,520	{ Final of 7/6 making 15/- for year ended } 30.6.1906	6 %	Tls. 80 sellers
Nien Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 £40,000 \$1,133,431 \$1,133,431 \$1,099,279 \$300,000 \$12,278 \$15,527 }	\$2,792,271	Interim div. of 13% for 1905	4 1/2 %	\$26d buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$200,000 \$12,000 }	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$220,488 \$22,616 }	\$344,098	\$5 for 1904	6 1/2 %	\$93 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,220,928 }	\$422,618	\$25 for 1904	7 1/2 %	\$335 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$6,000 \$264,638 }	\$6,563	\$14 for 1905	7 %	\$21
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$250,000 \$600,000 \$144,386 £120,000 £280,918 £3,999 }	Nil.	{ \$24 for year ended 30.1.1906 \$1 for 1st half-year 1906	6 1/2 %	\$37
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$75	\$15	{ \$600,000 \$144,386 £120,000 £280,918 £3,999 }	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$58 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ Tls. 40,000 Tls. 20,000 Tls. 20,000 }	£2,412	10/- @ ex. 21.9/16 = \$4.69	5 1/2 %	\$90 sellers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 40,000 Tls. 20,000 Tls. 20,000 }	Tls. 23,156	{ Interim div. of Tls. 21/- a/c 1906 Interim div. of Tls. 13/- a/c 1905 1/- (Coupon No. 6) for 1905	6 1/2 %	Tls. 54d sellers Tls. 50 buyers 30/-
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	{ £40,000 £4,144 £15,017 £15,800 £30,479 }	£707,815	{ \$1.50 for year ending 30.4.1906 \$0.75 }	4 1/2 %	\$26 buyers 17 1/2 buyers
Star Ferry Company, Limited	10,000	£10	£5	{ Tls. 8,000 Tls. 4,000 Tls. 8,200 }	\$228	Interim div. of Tls. 2 account	8 1/2 %	Tls. 1 1/2
Siu Tung and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 4,000 Tls. 8,200 }	£13,913	Interim div. of Tls. 2 account	8 1/2 %	Tls. 1 1/2
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$450,000 \$86,129 }	\$40,914	Final of \$15 making \$25 for 1905	19 1/2 %	\$125
Huron Sugar Refining Company, Limited	7,000	\$100	\$100	{ none }	\$135,588	\$1 for 1905	5 %	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	5 %	Tls. 80 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £110,000 £26,011 }	£12,540	{ Final of 1/- (No. 7) making 2 1/2 for year } ended 28.2.06	7 %	Tls. 10.70 buyers
Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	{ none }	G. \$90,050	Interim of 50 cents for account 1906	10 %	G. \$10 sellers
South Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 }	£8,745	No. 12 of 1/- = 48 cents	10 %	G. \$10 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 }	\$8,915	\$2 for 1905	4 1/2 %	\$21
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$550,000 \$51,160 \$20,000 }	\$20,040	\$24 for a/c 1906	6 1/2 %	\$54 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$49,500 }	\$392,087	\$6 for first half-year ending 30.6.06	8 1/2 %	\$145
New Amoy Dock Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	\$2,221	\$1 for 1905	6 1/2 %	\$16
Shanghai Dock and Engineering Co., Ltd.	57,700	Tls. 100	Tls. 100	{ Tls. 4,873,210 Tls. 57,665 }	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 10c sales
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ Tls. 30,000 }	Tls. 5,668	Interim div. of Tls. 8 on account 1906	6 %	Tls. 235 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 30,000 }	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 230 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none }	none	First year \$3 for year ended 30.6.1906	10 %	Tls. 10c
Star House Hotel Company, Limited (Shanghai)	70,000	\$25	\$25	{ \$30,000 }	none	\$1 for 1905	16 1/2 %	\$16
Central Stores, Limited	6,000	\$15	\$15	{ none }	\$4,719	{ \$2.40 on \$12 for 1905 \$2 on \$7 1/2 for 1905	13 1/2 %	Tls. 10c sales \$16 buyers \$16 buyers \$300 buyers
Do. (new issue)	24,000	\$15	\$15	{ none }	\$4,719	None	13 1/2 %	\$16 buyers
Do. (Founders)	123	\$15	\$15	{ none }	\$4,719	None	13 1/2 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$68,925 \$19,075 }	110,057	\$5 for first half-year for 1906	9 %	\$122 1/2
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$250,000 }	\$67,830	Interim div. of \$3 1/2 account 1906	16 1/2 %	\$167
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 29,783 }	Tls. 1,935	Final of 6 % = 10 % for 1905	16 1/2 %	Tls. 15 sales
Hotel Metropole Company, Limited	7,000	\$100	\$100	{ \$208,386 }	\$4,690	Final of \$6 making \$10	19 1/2 %	\$80 sellers
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$50,000 }	\$5,070	80 cents for 1905	7 %	\$14 buyers
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	{ none }	\$5,070	\$24 for 1905	4 1/2 %	\$37
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 869,491 }	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 97 buyers
Do. do. (new issue)	26,000	Tls. 50	Tls. 50	{ Tls. 170,000 }	\$772	Interim div. of \$2 account 1906	8 %	Tls. 57 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	\$772	Interim div. of \$2 account 1906	8 %	\$10
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 }	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 64 buyers
Hongkong Cotton Spinning, Weaving and Dyeing } Company, Limited	125,000	\$10	\$10	{ Tls. 45,939 \$10,000 }	\$21,600	\$14 for the year ending 31.7.06	9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 }	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	9 1/2 %	Tls. 64
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 30,760	Tls. 8 for 1905	7 1/2 %	Tls. 103
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,456 }	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 340 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none }	\$1,066	\$7 for 1905	7 %	\$100 sellers
Shell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £814 }	£856	1/3 per share for 1905	8 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$9,000 }	11,097	\$3 for 1905	9 1/2 %	\$32
China Borneo Company, Limited	10,000	\$12	\$12	{ none }	Nil.	\$1 for 1904	9 1/2 %	\$30
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 }	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905 ..	16 1/2 %	Tls. 60 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	{ none }	\$1,219	60 cents for year ended 28.2.06	6 1/2 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$90,000 }	\$1,581	80 cents for 1905	8 1/2 %	\$90 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$50,000 }	\$2,555	\$1.30 for year ending 31.7.1906	7 1/2 %	\$164 sales
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$200,000 }	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06 ..	9 1/2 %	\$1
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000 }	\$20,893	\$24 for year ending 28.2.06	10 1/2 %	\$25 1/2 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none }	\$2,568	\$5 cents for 10 months ending 28.2.06	8 %	\$15 1/2 seller
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$100,000 }	\$2,796	Int. div. of \$2 for 10 months ending 18.10.05 ..	10 1/2 %	\$25 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$80,000 }	\$3,776	Int. div. of \$4 for year ending 30.6.06	8 %	\$230 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$61,000 }	\$5,813	\$5 for 1905 on 5 shares	7 1/2 %	\$23 sales
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$25,500 }	\$88	Final of 50 cents making \$1 for the year	13 1/2 %	\$7 buyers
Maatschappij tot Mijn. Bosch- en Landbouw. } plaatje in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603 }	Tls. 10,374	4th interim div. of Tls. 7 1/2 making Tls. 30 } so far a/c 1906	9 1/2 %	Tls. 257 1/2 buyers
Hillipine Company, Limited	67,500	\$10	\$10	{ none }	Dr. P. 34,324	None	10 %	\$5 buyers
Shanghai Gas Company, Limited (old)	10,000	Tls. 50	Tls. 50	{ Tls. 165,000 }	Tls. 11,017	Interim dividend of Tls. 3 1/2 account } 1906	6 1/2 %	Tls. 100 sellers
Do. do. (new)	8,000	Tls. 50	Tls. 50	{ Tls. 165,000 }	Tls. 11,017	Tls. 6 for 1904	13 %	Tls. 40 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000 }	Tls. 9,751	Interim div. of Tls. 5 account 1906	11 1/2 %	Tls. 120 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 45,000 Tls. 37,000 }	Tls. 2,753	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 87 1/2 buyers
Shanghai Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,452	Interim div. of 15/- for 1-year 1906	10 %	Tls. 375 sales
Shanghai Waterworks Company, Limited	8,775	\$20	\$20	{ Tls. 190,000 }	Tls. 85,592	Interim div. of 5/- for 1-year 1906	10 %	Tls. 285 sales
South China Morning Post, Limited	7,500	\$25	\$25	{ none }	Dr. \$4,934	None	10 %	\$24
Team Laundry Company, Limited	20,000	\$5	\$5	{ none }	\$214	30c (old) & 15c (new) year ended 31.5.06 ..	10 %	\$24
Teatin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 }	Tls. 1,012	Interim of 50 cents making \$1 for the year	7 1/2 %	Tls. 100 buyers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ Tls. 4,000 }	\$752	\$70 cents } \$9.90 } for year ended 31.5.1906	8 1/2 %	\$10
Do. (Founders)	100	\$10	\$10	{ \$25,000 }	\$752	Interim of 40 cents for account 1906	6 1/2 %	\$150
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$100,000 \$25,000 }	\$7,734	Final of 30c cts. making 80 cts. for the } year ended 30th June, 1906	10 %	\$8
William Powell, Limited	15,000	\$10	\$10	{ \$45,000 }	\$182	Final of 30c cts. making 80 cts. for the } year ended 30th June, 1906	10 %	\$8

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